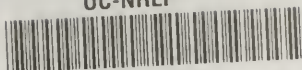


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WITH APPENDIX
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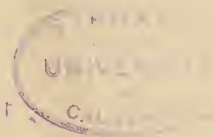
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PREFATORY NOTE

This List is concerned with material in the Library of Congress upon railroads in the United States in their economic and political relations.

It includes treatises on the theory and history of railroad transportation, discussions of the economic effects of railroad combinations, governmental investigations, speeches in Congress, and reports on interstate commerce, with references to some judicial decisions. The Appendix is devoted to the Northern securities case.

Transportation in its historical and economic aspects receives scholarly treatment in Hadley's "Railroad transportation: its history and its laws;" and in Johnson's "American railway transportation." The latter work has the advantage of later investigations and of having the results of operations under the interstate commerce act to work upon. Hadley's work has not been superseded as an exposition of conditions up to the date of its publication. Ringwalt's "Development of transportation systems in the United States" is a popular compendium of traffic history in this country.

General discussions of railroad problems.—Larrabee's "The railroad question" is written to show that railroads "will not serve their real purpose until they become in fact . . . highways to be controlled by the government as thoroughly and effectually as the common road, the turnpike and the ferry, or the post-office and the custom-house." Adams's "Railroads: their origin and problems" is a criticism of existing railroad policies in the late seventies. Kirkman's "Railway rates and government control" in common with his other writings is devoted to commendation of existing conditions and argues against government interference. Hudson's "The railways and the republic" is devoted to a discussion of what he terms railroad abuses. Morgan's "The people and the railways" is a vehement rejoinder to Hudson's argument. Stickney's "The railway problem" is a study by a railroad president with conclusions in favor of government control. Dabney in his "The public regulation of railways" favors government control. Newcomb's "Railway economics" is largely concerned with a discussion of the decline of rates. Pratt's "American railways" is a study by an English writer. McCain's "Compendium of transportation theories" contains essays by experts representing all shades of opinion on railroad topics.

Railroads and trusts.—The subject of railroads as a part of the trust question is considered in Baker's "Monopolies and the people;" Bolen's "The plain facts as to the trusts;" Bonham's "Railway secrecy and trusts;" Cloud's "Monopolies and the people;" Cook's "The corporation problem;" Hardesty's "The mother of trusts;" and Moody's "The truth about the trusts."

Railroad combinations and pooling.—A detailed study is afforded by Langstroth and Stiltz's "Railway co-operation" which is provided with a bibliography.

The writings of Albert Fink are held in high esteem among writers on railroad questions. They afford much material on the subject of combination from the standpoint of a railroad expert. Among them there are to be noted, his "Argument before the Committee of commerce of the House of Representatives," January, 1880; the "Argument before the Committee of commerce of the Senate," February, 1879; the "Argument before the Committee on commerce of the United States House of Representatives," March, 1882; "Cost of railroad transportation;" "An investigation into the cost of transportation on American railroads, with deductions for its cheapening;" "Investigation into the cost of passenger traffic on American railroads;" "The legislative regulation of railroads;" "Regulation of interstate commerce by Congress;" "Report upon the adjustment of railroad transportation rates to the seaboard." The last named writing by Mr. Fink is not in the Library of Congress but is to be found in the Library of the Interstate Commerce Commission, where are also to be found his "Argument before the Committee on commerce of the United States House of Representatives," January, 1884; "Relative cost of carload and less than carload shipments and its bearing upon freight classification," Chicago, 1889; and "Testimony before the Senate committee on labor and education," September 17, 1883.

Other discussions of combinations and pooling are to be found in: Alexander's "Railroad consolidation," and "Railway practice;" Blanchard's "Argument before the Committee on commerce of the House of Representatives in opposition to the pending bill for the regulation of interstate commerce," and his "Shall railroad pooling be permitted?" Cooley's "The interstate commerce act—Pooling and combinations which affect its operation," "Popular and legal view of traffic pooling," "The railway problem defined;" Hadley's "The prohibition of railroad pools;" Hopkins's "Railroad combinations and discriminations;" Huntington's "A plea for railway consolidation;" Kenna's "Railway consolidation;" Knapp's "Equality of rights in transportation agencies," "Government regulation of railroad rates," "Railroad pooling," "Some observations on railroad pooling;" Newcomb's "The concentration of railway control," "The failure of legislation to enforce railway competition," "The necessity of limiting

railway competition," "Railway economics," "The recent great railway combinations," and "Where competition is present discrimination can not be absent: an argument for the restoration of the pooling privilege with federal supervision;" Nimmo's "The American railroad system and the trust question," "The apportionment of traffic among competing railroads," "Commercial, economic, and political questions not decided in the Northern securities case," "The community of interests method of regulating railroad traffic in its historic aspects," "The limitation of competition and combination as illustrated in the regulation of railroads," "Pooling and governmental control of the railroads," "The railroads as one system," "Some characteristics of the American railway system;" Peabody's "The necessity for railway compacts under governmental regulation;" Prouty's "The dependence of agriculture on transportation," "National regulation of railways," "Railway pooling—from the people's point of view;" Rice's "The proposed testimony of George Rice . . . particularly relating to the Standard oil trust, railroad freight discriminations, and unlawful pooling of rail and water lines;" Sterne's "Legislation concerning, and management of railways in the United States," "Railroad poolings and discriminations," "The railway problem;" Thurman, Washburne, and Codley's "Report constituting an advisory commission on differential rates by railroads between the west and the seaboard;" and Walker's "The amendment of the interstate commerce law," "The pooling of railway earnings," "Railway associations," and "The Western traffic association." The official reports noted in this List under New York, State, and under United States contain material of vital importance. The works noted above under the headings Transportation, General discussions, etc., are necessary contributions to this phase of the railroad question. *See also* the Appendix containing references on the Northern securities case.

The farmer and the railroad.—Atkinson's "The distribution of products; . . . The railway, the farmer, and the public;" Dixon's "State railroad control, with a history of its development in Iowa;" Hardesty's "The mother of trusts. Railroads and their relation to 'the man with the plow;'" Larrabee's "The railroad question;" Martin's "History of the grange movement, or, the farmer's war against monopolies;" Meyer's "Railway legislation in the United States;" Morgan's "History of the Wheel and Alliance, and the impending revolution;" Prouty's "The dependence of agriculture on transportation;" Robinson's "The octopus;" and Thompson's "The farmers' fight against the railroads."

Federal reports and legislation.—The genesis of Congressional legislation is signalized by the "Report from the Committee on roads and canals" presented June 9, 1868, on the regulation and control of railroads, forming House report no. 57 of the Fortieth Congress, second

session. In 1874 a voluminous report known as the Windom report was published in two large volumes (43d Cong., 1st sess., S. rept. no. 307). The so-called Reagan bill providing for a government commission to regulate interstate commerce was introduced in 1878. Debates in Congress on the bill are noted on page 43 of this List. Reagan's report forms House report no. 245 of Forty-fifth Congress, second session. The subject was before Congress in each succeeding session without resulting in legislative action until 1887 when the Interstate commerce act was passed. In 1882 an important hearing was given by the House committee on commerce when arguments were presented by Wayne MacVeagh, Albert Fink and others (47th Cong., 1st sess., H. misc. doc. no. 55). In 1886 the Cullom report was presented (49th Cong., 1st sess., S. rept. no. 1571) which laid the foundation for the enactment of the Interstate commerce law. The speeches in Congress on this law are noted on pages 49-53 of this List.

For the operation of this law see the reports of the Interstate commerce commission, documents noted on pages 27-30 of this List. For discussions of the interstate commerce law *see* H. C. Adams's "A decade of federal railway regulation;" Clough's "The effect of the interstate act;" Cooley's "The interstate commerce act;" Dos Passos's "The interstate commerce act, an analysis of its provisions;" Hadley's "The workings of the interstate commerce law;" Ingalls's "The railroads and the interstate law;" Johnson's "American railway transportation;" Lewis's "The standing of the interstate commerce commission before the federal courts;" Walker's "The amendment of the interstate commerce law." Articles in periodicals discussing the effect of the law are listed in chronological order on pages 35-42 of this List; among these the following may be noted: Bacon's "The inadequate powers of the Interstate commerce commission" in "North American review," vol. 174, pp. 46-58; Davis's "The Interstate commerce commission and the public" in "Outlook," vol. 64, pp. 626-628; Hines's "The proposals of the Interstate commerce commission" in "Forum," vol. 33, pp. 3-13; McLean's "Federal regulation of railroads in the United States" in "Economic journal," vol. 10, pp. 151-171; Newcomb's "A decade in federal railway regulation" in "Popular science monthly," vol. 51, pp. 811-819; Newcomb's "American statistical practice: The Interstate commerce commission" in "Yale review," vol. 11, pp. 164-197; and his "The Industrial commission on transportation" in "Political science quarterly," vol. 17, pp. 568-608; Pronty's "Powers of the Interstate commerce commission" in "Forum," vol. 27, pp. 223-236; *see also* "North American review," vol. 167, pp. 543-557; Ripley's "The Industrial commission on transportation" in "Political science quarterly," vol. 18, pp. 313-320; Sedgwick's "Ten years of federal railway regulation" in "Nation," vol. 66, pp. 219-220; Smith's "The powers of the Interstate commerce commission" in "North American

review," vol. 168, pp. 62-76, and his "The inordinate demands of the Interstate commerce commission" in "Forum," vol. 27, pp. 551-563.

Meyer's "Railway legislation in the United States" presents "a condensed analysis of the private and public laws which govern railways in the United States, and of the important decisions relating to interstate commerce." A chapter is devoted to the proposed "Cullom bill." An appendix contains the text of the "Elkins law" of 1902.

State railway legislation.—C. F. Adams's "The regulation of all railroads through the state-ownership of one;" Clark's "State railroad commissions, and how they may be made effective;" Dana's "Federal restraints upon state regulation of railroad rates of fare and freight;" Dixon's "State railroad control, with a history of its development in Iowa;" Hendrick's "Railway control by commissions;" Hines's "Legislative regulation of railroad rates;" McLean's "State regulation of railways in the United States;" Meyer's "A history of early railroad legislation in Wisconsin;" Million's "State aid to railroads in Missouri;" New York, State, "Report of the Special committee on railroads, appointed under a resolution of the Assembly, Feb. 28, 1879, to investigate alleged abuses in the management of railroads" (Hepburn report); Sterne's "The railway problem in the state of New York;" United States, Forty-eighth Congress, second session, Senate report no. 46, "Report of the Senate select committee on interstate commerce." See also chapters in Dabney's "The public regulation of railways;" Hadley's "Railroad transportation;" Johnson's "American railway transportation;" and Larrabee's "The railroad question."

State railroad commissions.—The Library of Congress contains reports of railroad commissioners of the following states: Alabama, Arkansas, California, Colorado, Connecticut, Florida, Georgia, Illinois, Iowa, Kansas, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New York, North Carolina, North Dakota, Ohio, Pennsylvania, Rhode Island, South Dakota, Tennessee, Texas, Vermont, Virginia, and Wisconsin. States having no railroad commissioners are: Arizona, Delaware, Idaho, Indiana, Maryland, Montana, Nevada, New Jersey, New Mexico, Oregon, Utah, Washington, West Virginia, and Wyoming.

Trans-Missouri decision.—Attorney General Harmon's brief for the Government in the case of the United States *v.* the Trans-Missouri freight association is given in the "Yale law journal" for January, 1897. The text of the decision of the Supreme court is given in 166 U. S. 290 and is reprinted in the "Railway age" for March 26 and April 2, 1897, and in Senate document no. 12, Fifty-fifth Congress, first session, entered in this List under U. S. Supreme court. The decision is discussed in "American law review," vol. 31, May-June, 1897, pp. 451-454; "Central law journal," vol. 44, Apr. 16, 1897, pp. 319-321; "Chicago legal news," vol. 29, Apr. 3, 1897, pp. 263-264;

"Railway age," vol. 23, pp. 241-243, 271-272, and by George R. Blanchard in the "Forum" for June, 1897.

Histories of great railroad corporations.—Chapman's "The Northern Pacific railroad;" Davis's "The Union Pacific railway;" Hollander's "The Cincinnati Southern railway" (Johns Hopkins university studies, 12th ser., nos. 1-2); Reizenstein's "The economic history of the Baltimore and Ohio railroad, 1827-1853" (Johns Hopkins university studies, 15th ser., nos. 7-8); Robinson's "The octopus. A history of the construction, . . . of the Central Pacific, Southern Pacific of Kentucky, Union Pacific, and other subsidized railroads;" Smalley's "History of the Northern Pacific railroad;" Smith's "A history and description of the Baltimore and Ohio rail road;" White's "History of the Union Pacific railway;" and W. B. Wilson's "History of the Pennsylvania railroad company."

A series of articles by Edward S. Meade entitled "The great American railways systems" appearing in the *Railway World* beginning in the number for Nov. 21, 1903, deals with the "The Wabash railroad," "The greater Wabash as an investment," "The Reading," "Community of interest among the anthracite roads," "The Lehigh valley," "The New York Central," "The New York Central: expansion and traffic results," "The Pennsylvania," "The Pennsylvania: its financial policy," "The Pennsylvania: its growth and expansion," "Future direction of railway traffic," "The Illinois Central," "The Missouri Pacific," "The Atchison, Topeka and Santa Fe," "The Atchison: its financial history," "The Baltimore and Ohio," and "The Chicago, Burlington and Quincy." These articles are to be published in book form when completed.

The Library of Congress receives currently the following *periodicals relating to railroads*:

American engineer and railroad journal, New York; Bulletin of the International railway congress (English edition); Brussels; The Commercial & financial chronicle: Railway and industrial section, New York; International railway journal, Philadelphia and Chicago; The Official railway equipment register, New York; The Railroad employee, Newark, N. J.; Railroad gazette, New York; The Railway age, Chicago; Railway and locomotive engineering, New York; The Railway engineer, London; Railway line clearances and car dimensions, New York; Railway machinery, locomotive and car equipment, New York; The Railway magazine, London; The Railway news, London; Railway world, Philadelphia and New York; Roadmaster and foreman, the American railway track journal, Chicago.

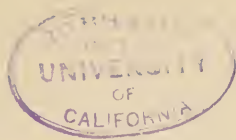
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——— Government interference in English railway management.

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——— The railways of England. 3d ed.

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——— The state in relation to railways.

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Adams, Henry C. A decade of federal railway regulation.

(*In* Atlantic monthly, vol. 81, Apr., 1898, pp. 433-443.)

——— Service of a bureau of railway statistics and accounts in the
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(*In* Compendium of transportation theories, pp. 129-138. Wash-
ington, D. C., 1893. 8°.)

Alexander, E. Porter. Long *versus* short haul.

(In Compendium of transportation theories, pp. 197-202. Washington, D. C., 1893. 8°.)

——— Railroad consolidation.

(In Compendium of transportation theories, pp. 260-266. Washington, D. C., 1893. 8°.)

——— Reply to questions of the special committee on railroad transportation of the New York chamber of commerce.

1881. *Bradley, Gilbert & Mallory, Louisville, Ky.* 38 pp. 12°.

——— Railway practice, its principles and suggested reforms reviewed.

New York and London: G. P. Putnam's sons, 1887. (2), 60 pp. 12°. (*Questions of the day, no. 36.*)

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——— Memorandum in regard to the equity in the case between the Government and the Union Pacific Railroad.

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- Beach, Charles F., jr.** The problem of the vanishing profit. An address on railway and commercial trusts and combinations . . . before the Congregational club of the city of New York, January 19th, 1891.
[*New York, 1891.*] 16 pp. 12°.
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The minority report, pp. 8-20, "concludes that the measures referred to and proposed can not be constitutionally enacted by Congress and ought not to be entertained; and that, if the power existed, its exercise would be inexpedient."

———— *43d Congress, 1st session.* Senate report no. 307, pts. 1 and 2. Report of the Select committee on transportation routes to the seaboard, with appendix and evidence. April 24, 1874. 2 vols. 8°.

Known as the Windom report.

CONTENTS.—Part 1: Protection; Home consumption and foreign exportation; Freights and prices; The course of trade; Foreign markets; Actual competition between water and rail transport; Defects and abuses of existing systems of transportation; The constitutional power of Congress to regulate commerce among the several states; Competition between railways and its promotion by the construction of additional lines; Direct regulation by Congress; Indirect regulation and reduction of charges through the agency of one or more railway lines to be owned or controlled by the Government; The improvement of natural and construction of artificial waterways; Summary of conclusions and recommendations. Part 2: Testimony.

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———— *45th Congress, 2d session.* House report no. 245. Regulation of inter-state commerce. Report from the Committee on commerce. Feb. 26, 1878. 16 pp. 8°.
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United States. *45th Congress, 2d session.* House report no. 379. Cheap transportation between East and West. Report from the Committee on railways and canals to provide for cheap transportation of freight between tide-water on or near the Atlantic ocean, and the Ohio and Mississippi valleys. Mar. 13, 1878. 20 pp. 8°.

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Minority report by John H. Reagan.

——— *48th Congress, 2d session.* Senate report no. 1571. Preliminary report from the Committee on transportation routes to the seaboard. Mar. 3, 1885. 43 pp. Folded map. 8°.

——— *49th Congress, 1st session.* Senate report no. 46, pts. 1 and 2. Report of the Senate select committee on interstate commerce. (With appendix.)

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Presented by Mr. Cullom.

CONTENTS.—Part 1: The railroad system of the United States—Its evolution and extent; The internal commerce of the United States; The power of Congress to regulate commerce—A review of the declarations of the United States Supreme court on the subject; The relations of the railroad to the community and to the governmental authority; The various methods of railroad regulation; The course of railroad legislation in England; Railroad legislation in the United States; Summary of the provisions of the state statutes—The work of the State commissions; The comparative volume of state and interstate traffic—Returns from leading railroads; Competition between waterways and railroads—Water routes the most effective regulators of railway charges; The necessity of national regulation on interstate commerce; The causes of complaint against the railroad system; Railroad rates—The principles upon which they should be established, and the limitations within which discrimination may be justifiable; Publicity the best remedy for unjust discrimination; A national commission—Its establishment recommended for the enforcement of the legislation proposed; The committee's bill. Part 2: Testimony.

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- 1884.** Speech of John A. Anderson in the House of Representatives, Dec. 4, 1884.
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- 1884.** Speech of B. F. Shively in the House of Representatives, Dec. 4, 1884.
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- 1884.** Speech of John V. L. Findlay in the House of Representatives, Dec. 8, 1884.
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- 1884.** Speech of Charles O'Neill in the House of Representatives, Dec. 8, 1884.
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- 1884.** Speech of A. J. Warner in the House of Representatives, Dec. 8, 1884.
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- 1884.** Speech of Archibald J. Weaver in the House of Representatives, Dec. 9, 1884.
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- 1884.** Speech of John P. Stewart in the House of Representatives, Dec. 10, 1884.
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- 1884.** Speech of Oscar Turner in the House of Representatives, Dec. 10, 1884.
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- 1884.** Speech of James H. Budd in the House of Representatives, Dec. 10, 1884.
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- 1884.** Speech of John R. Glascock in the House of Representatives, Dec. 11, 1884.
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- 1884.** Speech of Poindexter Dunn in the House of Representatives, Dec. 11, 1884.
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- 1884.** Speech of Gilbert M. Woodward in the House of Representatives, Dec. 11, 1884.
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- 1884.** Speech of John H. Reagan in the House of Representatives, Dec. 16, 1884.
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- 1884.** Interstate commerce. Speech of John B. Storm in the House of Representatives, Dec. 16, 1884.
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- 1884.** Speech of Senator Shelby M. Cullom, Dec. 18, 1884.
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- 1884.** Interstate-commerce bill. General debate in the House of Representatives, Dec. 18, 1884.
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- 1884.** Speech of Senator James Z. George, Dec. 19, 1884.
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- 1884.** Interstate commerce. General debate in the House of Representatives, Dec. 19, 1884.
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- 1884.** Interstate commerce. General debate in the House of Representatives, Dec. 20, 1884.
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- 1884.** Interstate commerce. General debate in the House of Representatives, Dec. 20, 1884.
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(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 436-440.)
- 1885.** Speech of Senator William J. Sewell, Jan. 5, 1885.
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- 1885.** Speech of Senator Thomas F. Bayard, Jan. 7, 1885.
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- 1885.** Interstate commerce. General debate in the House of Representatives, Jan. 7, 1885.
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- 1885.** Speech of Senator Augustus H. Garland, Jan. 9, 1885.
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- 1885.** Speech of Senator Zebulon B. Vance, Jan. 9 and 13, 1885.
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- 1885.** Speech of Senator Thomas F. Bayard, Jan. 13, 1885.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 655-656, 658.)
- 1885.** Speech of Senator William B. Allison, Jan. 14, 1885.
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- 1885.** Speech of Senator Charles H. Van Wyck, Jan. 16, 1885.
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- 1885.** Speech of Senator Joseph E. Brown, Jan. 16 and 17, 1885.
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- 1885.** Speech of Senator Johnson N. Camden, Jan. 17, 1885.
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- 1885.** Speech of Senator James B. Beck, Jan. 20, 1885.
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- 1885.** Speech of Senator Samuel Bell Maxey, Jan. 20, 1885.
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- 1885.** Speech of Senator Richard Coke, Jan. 21, 1885.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 883-889.)
- 1885.** Speech of Senator James L. Pugh, Jan. 30, 1885.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 2, pp. 1079-1087.)
- 1885.** Speech of Senator Benjamin Harrison, Feb. 2, 1885.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 2, pp. 1152-1156.)
- 1885.** Speech of Senator Zebulon B. Vance, Feb. 3, 1885.
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- 1885.** Speech of Senator John Sherman, Feb. 3, 1885.
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- 1885.** Speech of Senator Wilkinson Call, Feb. 4, 1885.
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- 1886.** Bill to regulate commerce. Speech of Senator S. M. Cullom, April 14, 1886.
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- 1886.** Bill to regulate commerce. Speech of Senator Johnson N. Camden, April 16, 1886.
(*In Congressional record*, 49th Congress, 1st session, vol. 17, pt. 4, pp. 3553-3556.)

- 1886.** Speech of Senator Omar D. Conger, April 22, 1886.
(*In* Congressional record, 49th Congress, 1st session, vol. 17, pt. 4, pp. 3723-3725.)
- 1886.** Speech of Senator Warner Miller, April 22, 1886.
(*In* Congressional record, 49th Congress, 1st session, vol. 17, pt. 4, pp. 3725-3728.)
- 1886.** Speech of Senator Charles H. Van Wyck, April 26, 1886.
(*In* Congressional record, 49th Congress, 1st session, vol. 17, pt. 4, pp. 3824-3827.)
- 1886.** Speech of Senator Joseph E. Brown, April 26, 1886.
(*In* Congressional record, 49th Congress, 1st session, vol. 17, pt. 4, pp. 3827-3833.)
- 1886.** Bill to regulate commerce. Debated by Senators Camden, Cullom, Edmunds, Gorman, Sherman, Miller, and Beck, April 27, 1886.
(*In* Congressional record, 49th Congress, 1st session, vol. 17, pt. 4, pp. 3866-3879.)
- 1886.** Speech of Senator John C. Spooner, May 5, 1886.
(*In* Congressional record, 49th Congress, 1st session, vol. 17, pt. 4, pp. 4178-4184.)
- 1886.** Bill to regulate commerce. Debated by Senators Cullom, Wilson, Maxey, Ingalls, Hoar, Allison, Camden, and Vance, May 6, 1886.
(*In* Congressional record, 49th Congress, 1st session, vol. 17, pt. 4, pp. 4223-4240.)
- 1886.** Bill to regulate commerce. Debated by Senators Cullom, Walthall, Platt, Allison, Conger, Beck, and Sewell, May 10, 1886.
(*In* Congressional record, 49th Congress, 1st session, vol. 17, pt. 4, pp. 4306-4323.)
- 1886.** Bill to regulate commerce. Debated by Senators Gorman, Platt, Wilson, Morgan, Teller, Kenna, Edmunds, and Ingalls, May 11, 1886.
(*In* Congressional record, 49th Congress, 1st session, vol. 17, pt. 4, pp. 4347-4352; pt. 5, pp. 4353-4370.)
- 1886.** Bill to regulate commerce. Debated by Senators Cullom, Camden, Harris, Aldrich, Allison, Platt, Miller, Gorman, Ingalls, Edmunds, Palmer, Riddleberger, Call, McPherson, Sherman, George, Teller, Maxey, Wilson, Vest, Blair, Vance, Saulsbury, Morgan, and others, May 12, 1886.
(*In* Congressional record, 49th Congress, 1st session, vol. 17, pt. 5, pp. 4396-4423.)

- 1886.** Speech of Andrew J. Caldwell in the House of Representatives, July 21, 1886.
(*In Congressional record*, 49th Congress, 1st session, vol. 17, pt. 7, pp. 7290-7293.)
- 1886.** Speech of Charles T. O'Ferral in the House of Representatives, July 21, 1886.
(*In Congressional record*, 49th Congress, 1st session, vol. 17, pt. 7, pp. 7293-7296.)
- 1886.** Speech of William W. Brown in the House of Representatives, July 21, 1886.
(*In Congressional record*, 49th Congress, 1st session, vol. 17, pt. 7, pp. 7296-7298.)
- 1886.** Interstate commerce. Speech of Frederick A. Johnson in the House of Representatives, July 21, 1886.
(*In Congressional record*, 49th Congress, 1st session, vol. 17, pt. 8, appendix, pp. 313-314.)
- 1886.** Interstate commerce. Speech of Thomas Ryan in the House of Representatives, July 21, 1886.
(*In Congressional record*, 49th Congress, 1st session, vol. 17, pt. 8, appendix, pp. 320-321.)
- 1886.** Interstate commerce. Speech of Jonathan H. Rowell in the House of Representatives, July 21, 1886.
(*In Congressional record*, 49th Congress, 1st session, vol. 17, pt. 8, appendix, pp. 442-444.)
- 1886.** Interstate commerce. Speech of William P. Hepburn in the House of Representatives, July 21, 1886.
(*In Congressional record*, 49th Congress, 1st session, vol. 17, pt. 8, appendix, pp. 455-458.)
- 1886.** Interstate commerce. Speech of Ransom W. Dunham in the House of Representatives, July 21, 1886.
(*In Congressional record*, 49th Congress, 1st session, vol. 17, pt. 8, appendix, pp. 458-466.)
- 1886.** Bill to regulate commerce. Debated by Senators Cullom, Hoar, Aldrich, Platt, Allison, and Ingalls, December 15, 1886.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 169-174.)
- 1887.** Speech of Senator O. H. Platt, January 5, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 359-365.)
- 1887.** Speech of Senator O. H. Platt, January 6, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 393-396.)

- 1887.** Speech of Senator John T. Morgan, January 6, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 396-400.)
- 1887.** Speech of Senator Richard Coke, January 11, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 524-528.)
- 1887.** Speech of Senator Eli Saulsbury, January 11, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 530-532.)
- 1887.** Speech of Senator Wilkinson Call, January 12, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 565-571.)
- 1887.** Speech of Senator Joseph E. Brown, January 12, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 571-573.)
- 1887.** Speech of Senator J. H. Mitchell, January 12, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 573-578.)
- 1887.** Speech of Senator William M. Evarts, January 13, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 603-609.)
- 1887.** Bill to regulate commerce. Debated by Messrs. Crisp, O'Neill, Dunham, Butterworth, Scott, and Caldwell, January 18, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 778-790.)
- 1887.** Interstate commerce bill. Debated by Messrs. Crisp, O'Neill, Weaver, Dunham, Adams, Anderson, Rowell, Bynum, Scott, Guenther, Nelson, Henderson, and Butterworth, January 19, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 806-823.)
- 1887.** The Interstate commerce bill. Debated by Messrs. Caldwell, Dibble, Hepburn, Crisp, Bragg, Cutcheon, Johnson, Long, Martin, Oates, and Findlay, January 20, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 838-851.)
- 1887.** Speech of Samuel Dibble, in the House of Representatives, January 20, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 839-842.)
- 1887.** Speech of Edward S. Bragg, in the House of Representatives, January 20, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 842-843.)

- 1887.** Speech of Byron M. Cutcheon, in the House of Representatives, January 20, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 843-844.)
- 1888.** Bill to regulate commerce. Debated by Messrs. Crisp, O'Neill, Anderson, Grosvenor, Butterworth, Farquhar, Cannon, Ryan, Lind, Macdonald, Wilson, and Nelson, September 13, 1888.
(*In Congressional record*, 50th Congress, 1st session, vol. 19, pt. 9, pp. 8574-8586.)
- 1889.** Bill to regulate commerce. Debated by Messrs. Crisp, Bayne, Grosvenor, Stewart, and others, February 4, 1889.
(*In Congressional record*, 50th Congress, 2d session, vol. 20, pt. 2, pp. 1474-1487.)
- 1889.** Bill to regulate commerce. Debated by Senators Sherman, Platt, and others, February 5, 1889.
(*In Congressional record*, 50th Congress, 2d session, vol. 20, pt. 2 pp. 1515-1518.)
- 1889.** Speech of Senator John Sherman, February 27, 1889.
(*In Congressional record*, 50th Congress, 2d session, vol. 20, pt. 3, pp. 2375-2378.)
- 1889.** Speech of Senator John H. Reagan, February 27, 1889.
(*In Congressional record*, 50th Congress, 2d session, vol. 20, pt. 3, pp. 2378-2385.)
- 1889.** Speech of Senator Shelby M. Cullom, February 27, 1889.
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